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## CHAPTER 8

## OPEN STORAGE AREAS

8-1. Parking areas. Rigid pavement for parking areas may be provided at U. S. Army installations where vehicular traffic or local conditions justify this type of construction. Normally, parking areas are provided to accommodate passenger cars and other light vehicles and should be designed for Category I traffic. Pavement jointing details should be determined in accordance with criteria for roads and streets as given previously in this manual.

8-2. Motor pools or motor storage areas. Rigid pavements for service and storage areas at motor pools or motor storage areas may be provided at U. S. Army installations where vehicular traffic and/or local conditions justify this type of construction.

a. Administration vehicles. Rigid pavements at motor pools or motor storage areas designated to accommodate administrative vehicles should be designed for Category I traffic. The floor-slab thickness in vehicular-maintenance buildings will be determined using a rigid pavement design index of 1. Joints will be sealed with a material resistant to spilled fuels and lubricants.

b. General purpose motor pools or motor storage areas. General purpose motor pools or motor storage areas should be designed to accommodate all pneumatic-tired vehicles having gross weights (empty) not exceeding 30,000 pounds, and track-laying vehicles having gross weights not exceeding 25,000 pounds. Where track-laying vehicles must be included, rigid pavements should be used to prevent damage to the surface of the pavement during the turning of these vehicles. Rigid-pavement thickness requirements should be designed for Category III traffic. The floor-slab thickness in vehicular-maintenance buildings will be determined using a rigid-pavement design index of 3. Joints will be sealed with a material resistant to spilled fuels and lubricants.

c. Special purpose motor pools or motor storage areas. Special purpose motor pools or motor storage areas should be designed to accommodate any pneumatic-tired vehicle regardless of gross weight or axle load, and special engineer and ordnance equipment including dozers, graders, cranes, tank retrievers, tanks, etc. Where track-laying vehicles must be included, rigid pavements should be used to prevent damage to the surface of the pavement during the turning of these vehicles. Rigid-pavement thickness requirements for use by pneumatic-tired vehicles of unlimited weight only should be designed for Category V traffic. Rigid-pavement thickness requirements for track-laying vehicles having gross weights in excess of 40,000 pounds should be in accordance with criteria given previously in chapter 4. The floor-slab thickness in vehicular-maintenance buildings will be

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determined by using a rigid-pavement design index of 5. Joints will be sealed with a material resistant to spilled fuels and lubricants.

8-3. Open storage of supplies and materials. In areas to be used for the open storage of supplies and materials, rigid pavements normally should be considered only for the driveways and traffic aisles to accommodate the operating equipment to handle the supplies, materials, and equipment. However, rigid pavements should be provided in all traffic areas where forklift trucks, small-wheeled tractors, and small-wheeled trailers are used for the intertransfer of crated materials, supplies, and equipment. Rigid-pavement design thickness requirements should be based on the traffic category appropriate for the maximum gross weights of the forklift truck vehicles in accordance with criteria given in chapter 4. Where rigid pavements are to be provided for truck-mounted cranes, pavement thickness requirements should be based on Category V traffic. For crawler-mounted cranes, pavement thickness requirements should be based on the appropriate maximum gross weights to be encountered. Other pavement requirements and jointing details should be in accordance with criteria for roads and streets as given previously in this manual.